



# ANNUAL REPORT

## Fiscal Year 2001





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October 1, 2000 - September 30, 2001  
Pursuant to Public Act 348 of 1988

November 15, 2001

*Prepared by the*  
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November 15, 2001

As administrator of the Truck Safety Fund, it is a pleasure to present this summary of activities conducted by the Michigan Truck Safety Commission during state fiscal year 2001.

The Michigan Truck Safety Commission has established an outstanding tradition of providing quality, truck driver safety education programs; innovative research; high-profile public information campaigns; and, enhanced enforcement of the motor carrier safety laws. All of these achievements are focused on the goal of encouraging passenger car and heavy truck drivers to share the road more safely.

Among the Commission's many accomplishments in FY 01, are the following: renewal of the long-range strategic plan; production of a new video to assist young drivers in sharing the road safely; completion of a calendar to address fatigued and distracted driving through a new partnership with the federal highway safety program; and, support of a quarterly law enforcement bulletin. Details about these and other significant events are contained in this report.

We salute the Commission members, the employees of the Michigan Center for Truck Safety, the Michigan State Police Motor Carrier Division, and the trucking industry, who have made this program one of the most effective and unique in the nation. And, we look forward to many more years of providing safer travel for passenger vehicle and truck drivers throughout Michigan.

BETTY J. MERCER  
Division Director  
Office of Highway Safety Planning  
Michigan Department of State Police

## **Introduction**

The Michigan Truck Safety Commission (MTSC) is unique, the only organization in the nation dedicated to commercial truck driver education and training supported not with tax dollars but solely by the industry it serves. What was born of modest beginnings has grown to become a renowned safety advocate for the state's trucking industry.

The 11-member Commission meets bimonthly. The Commission conducts an annual planning session where the goals and objectives for the next year are established.

Funding is provided by the Truck Safety Fund, established by Public Act 348 of 1988, and administered by the Office of Highway Safety Planning, a division of the Michigan Department of State Police.

A large portion of the Fund is used to support truck driver safety education programs. These programs are housed at the Michigan Center for Truck Safety which is located at 1131 Centennial Way, Lansing, Michigan 48917 (phone 517/321-1955 or toll-free 800/682-4682). The Upper Peninsula branch office is located at 1401 North 26<sup>th</sup> Street, Suite 219, Escanaba, Michigan 49829-2500 (phone 906/789-7657 or toll-free 800/469-7364).

## **Mission Statement**

*“To improve truck safety by providing Michigan’s trucking industry and the citizens of Michigan with effective educational programs, and by addressing significant truck safety issues.”*

# ***2001 MTSC COMMISSIONERS***

***CAPT. ROBERT R. POWERS, CHAIRMAN***

**Michigan State Police  
Motor Carrier Division**

***PATRICK J. PARKER, VICE-CHAIRMAN***

**Parker Motor Freight, Inc.  
Michigan Trucking Association**

***BETTY JEAN AWREY***

**Michigan Transportation Commission**

***ROGER BARENSE***

**Steelcase**

***JERRY BASCH***

**Representing the General Public**

***BETTY J. MERCER***

**Michigan State Police  
Office Of Highway Safety Planning**

***HON. CANDICE S. MILLER***

**Michigan Secretary Of State**

***MARY ELLEN SHEETS***

**Two Men And A Truck**

***WILLIAM TAYLOR, Ph.D.***

**Michigan State University**

***JOHN THEROUX***

**Lansing Community College**

***GORDON L. VORCE***

**Heart Truss**

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## **MICHIGAN CENTER FOR TRUCK SAFETY**

The day-to-day operation of the educational programs sponsored by the Michigan Truck Safety Commission is accomplished through the Michigan Center for Truck Safety. The Center is operated through a grant to the Michigan Trucking Association (MTA) and housed at a facility in Lansing.

The Center serves as a focal point for truck driver training and educational programs. The Center's staff consists of a project director, two safety specialists, communications specialist, management specialist, clerical assistant and an information associate. The facility contains space for administrative offices, storage and a conference/training room. Additionally, the Center's Upper Peninsula office in Escanaba consists of two safety specialists. Training programs and safety reviews are conducted virtually every day. Use of the facilities is made for training programs and meetings.

The Center partners with Eaton Corp. to operate the Michigan Center for Decision Driving (MCDD) in Marshall, MI. MCDD provides hands-on advanced truck driver training which involves various maneuvers using the facilities' skid pad and modular classroom. The Center contracts with the Eaton Corp. on a per student basis for training and all aspects of the facility's use. A five-year contract was signed with Eaton in FY97. During FY01, 2,604 drivers completed the program at the Marshall facility.

The Center also runs the Upper Peninsula Decision Driving Course (skid pad/classroom) from December through April at the Upper Peninsula State Fairgrounds in Escanaba. This year, 231 drivers completed that program.

## **TRAINING**

The Center's Mobile Classroom—a tractor-trailer converted into a classroom—provides on-site training for Michigan's trucking companies. The Mobile Classroom can seat 23 students and training is provided on a variety of safety topics. The total drivers trained in the Mobile Classroom for FY01 was 409.

The Center's Driver Performance Measurement (DPM) program is a one-on-one driver assessment performed on a predetermined route. In FY01, 108 drivers completed DPM courses.

The Management Specialists provide compliance training and safety reviews to company safety directors and other management personnel. This year, the Lower Peninsula Management Specialist provided safety reviews for 131 managers and safety personnel and provided general compliance training for 979 people. The Upper Peninsula Management Specialist provided safety reviews for 67 managers and safety personnel and provided general compliance training for 414 people.

The Truck Safety Hot Line assists callers with answers to questions about safety, education, available programs and motor carrier rules and regulations. This past year, 11,402 calls were received on the Hot Line with an average of 950 per month.

The Periodic Inspection Training Course is a three-day class that provides training to maintenance staff, enabling them to meet the federal requirements for performing periodic inspections. During FY01, 156 people completed the program.

The National Safety Council's Professional Truck Driver program is available through interactive video. For FY02, the Center is adding an interactive Fatigue Awareness program on-line. This past year, 54 drivers completed the Professional Truck Driver Interactive Video.

A new training initiative for FY01 was the Load Securement program. Center staff adapted a Canadian program to meet the needs of Michigan log haulers and other drivers who needed further instruction in securement practices. The Center had 102 people complete this training in FY01.

Additionally, Center staff not already cited above provided general compliance/safety training for 1,050 people during the year.

The Center also provides national and industry perspectives of truck driver training concerns and needs by maintaining contact with a variety of national motor carrier safety organizations. Frequent contact is made with the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (USDOT FMSCA), the Commercial Vehicle Safety Alliance (CVSA) and the American Trucking Associations (ATA).

The Center also started partnering with other organizations, such as the Michigan Road Builders Association, to spread the safety message. The Center will seek out more partners in FY02.



Work continued with the Michigan Department of Education on the "Let's Share the Road" program for high school driver education students. A new video was produced and distributed to commercial and public driver education programs around the state. This video was produced with grant money from the U.S. Department of Transportation and was done in partnership with the Office of Highway Safety Planning, Office on Services to the Aging, the Michigan Department of Education, the Traffic Improvement Association of Oakland County and the Michigan Driver Training Safety Education Association.

Additionally, the Center continued to distribute a video and booklet to help older drivers understand how to drive more safely around trucks and promote this through the Office on Services to the Aging.

### **"LET'S SHARE THE ROAD"**

This year, the public information and education program targeted the Detroit area, but also covered all other areas in the state. For FY01, the Center's media relations' efforts resulted in 121 stories, newscasts and radio interviews and 916 television airings across the state.

### **OTHER PUBLIC INFORMATION AND EDUCATION PROGRAMS**

This year, two Truck Driver Appreciation Days were held in August. Center staff hosted Appreciation Days in Okemos and Grayling. In Okemos, a reduced rate was received to distribute sandwiches and soft drinks. In Grayling, coupons were provided for a free lunch at the on-site restaurant. The Center received media coverage at both of these events.

The Commission and the Center held a Truck Driver Open Forum in conjunction with the MTA Truck Driving Championship in June 2000. Almost 100 drivers attended, to provide feedback to the Commission.

Center staff also attended events such as the Upper Peninsula State Fair, the Annual Logging Congress and other venues where they handed out large quantities of safety and educational materials to both commercial drivers and the public.

The Center newsletter continues to be published and distributed to more than 10,000 companies and individuals quarterly. Additionally, program fliers are mailed occasionally promoting Center programs.

With a grant from the Office of Highway Safety Planning and the U.S. Department of Transportation, the Center produced a safety calendar, which was distributed to numerous organizations with shift workers and truck drivers. More than 6,000 calendars were distributed.

Over 2,100 students learned car and truck safety in 18 school districts around the state with training from Michigan's Road Team. In addition to visiting schools, team members participated in several events, including the Michigan Driver Training Safety Education Association conference in Kalamazoo where driver education teachers learned about a truck's "no zones", and, Touch-a-Truck Day in Lansing where families learned "hands-on" car and truck safety. The Road Team also spoke to a variety of print and television media regarding issues, such as, holiday car and truck safety and road conditions.

The Center also worked with the Connecticut Department of Motor Vehicles and the Lucas Co. Traffic Safety Program in Ohio to share some informational and educational materials with them and help them to develop their own truck safety programs.

## **RESEARCH & PLANNING**

Under MCL 247.675(d)(i) of the Michigan Compiled Laws, the Michigan Truck Safety Commission was given direction for "investigating, performing data collection and analysis, and making recommendations on truck crashes in this state." In addition to reviewing truck crashes, the Commission made a commitment to review the MTSC sponsored educational programs in order to ascertain whether the programs are effective in reducing overall truck related offenses and crashes, while meeting the needs of the trucking industry.

Activities for FY01 were directed toward this goal. Specific activities of the Research Sub-Committee are noted below:

- The committee assisted the Center's Project Director in developing the structure of the database and the software to analyze the data to evaluate the effectiveness of the educational programs. This system is currently being used in all MCTS programs.
- The committee initiated a study of the disposition of citations issued to commercial vehicle drivers and to commercial vehicle owners.

- The committee participated in a meeting with the Federal Highway Administration to review possible Commission response to the national study on rest area availability. One outcome of this meeting was the preparation of plans for two additional studies to be undertaken by MTSC:
  - a) a survey of driver information needs and methods to meet these needs; and
  - b) a survey of parking space availability at private rest stops in selected corridors.

## **ENFORCEMENT**

The Michigan State Police Motor Carrier Division (MSP/MCD) received the Truck Safety Enforcement Operations Grant for Fiscal Year 2001 from the Michigan Truck Safety Commission. The Division had four objectives in the grant:

- ◆ Conduct Specialized Truck Enforcement Team (STET) Operations;
- ◆ Conduct Holiday Overtime Operations;
- ◆ Develop and distribute the CMV Enforcement Quarterly newsletter; and
- ◆ Conduct the Basic Commercial Motor Vehicle Awareness Training to local law enforcement officers.

For Objective 1, the Division conducted 96 STET operations. The following activities are the results from those operations:

Citations:

Logbook – 376	Speed – 1,347	CDL – 55
Seatbelts – 89	Medical cards – 190	Unqualified –90
<b>Total Citations – 4,736</b>		

Other information:

Safety checks – 4,848	Verbal Warnings –4,495
Miles Patrolled – 153,764	Hours worked – 13,241
<b>Total Vehicle Stops – 6,870</b>	

For Objective 2, the Division conducted 49 holiday STET operations. The operations were conducted during Thanksgiving weekend, Memorial Day weekend, Labor Day weekend, and other major holidays. The following activities are the results of those operations:

Citations:

Logbook – 139	Speeding – 567	CDL – 16
Seatbelts – 62	Medical cards – 41	Unqualified – 22
<b>Total Citations – 1,214</b>		

Other information:

Safety checks – 1,054	Verbal Warnings – 835
Miles patrolled – 23,463	Hours worked – 1,655
<b>Total Vehicle Stops – 1,324</b>	

For both Objectives 1 and 2, the district commanders developed evaluation tools for their operations to determine effectiveness. While individual operations differed in effectiveness, one overall principle became clear for the entire state: the safe operation of commercial motor vehicles is dependent upon a continuing, persistent presence by Motor Carrier Division officers. Post-surveys of operations consistently showed that as soon as the enforcement presence was taken away, unsafe actions increased to pre-survey levels.

For Objective 3, the Division developed and distributed four editions of the *CMV Enforcement Quarterly* to 853 different agencies, publishing 1200-1500 copies of each edition. The bulletin covers a number of different topics, including regulation changes and inspection procedures.

A Program Survey was mailed with each copy of the newsletter. MCD received 17 responses, a return rate of 1.1%. Not all completed surveys answered all the questions. Below are the questions and a summation of the responses.

1. Are you more confident when dealing with Commercial Motor Vehicles (CMVs) since receiving the newsletter?

Response	Number of Responses
VERY	3
USUALLY	8
SOMEWHAT	2
NOT AT ALL	0
Total	13

2. Please rate the various sections of the newsletter on a scale of 1 to 5, with 1 being poor and 5 being excellent:

<b>Section</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>
Captain's Corner	7	8	2	0	0
Size and Weight	12	4	0	1	0
Inspections	8	7	2	0	0
Vehicle Code	11	2	2	1	0
Reminder Box	12	3	1	1	0
<b>Totals</b>	<b>50</b>	<b>24</b>	<b>7</b>	<b>3</b>	<b>0</b>

Space was also provided for additional comments and suggestions, and MCD did receive some requests for topics for future newsletters. The survey results show that, overall, the recipients of the newsletter appear to be very pleased with the content.

To complete Objective Four, the Motor Carrier Division conducted 10 CMV Awareness classes, with 271 participants attending. During the fourth quarter, a survey was conducted of all the attendees and another 271 law enforcement officers who did not attend one of the classes.

The purpose of the survey to non-attendees was to have a sample group for comparison. The questions on the survey were taken from the training materials and were formatted as test questions.

Of the 271 surveys sent to attendees, the Motor Carrier Division received 52 responses, a response rate of 19%. Of the 271 surveys sent to non-attendees, the Motor Carrier Division received 100 responses, a response rate of 37%.

The chart below indicates the percentage of correct responses to each of the five questions on the survey form:

**CMV Awareness Training Survey**

	<b>#1</b>	<b>#2</b>	<b>#3</b>	<b>#4</b>	<b>#5</b>
<b>Attendees</b>	88%	65%	79%	96%	33%
<b>Non-attendees</b>	41%	39%	53%	67%	37%

As the attendees scored significantly higher than non-attendees on every question except #5, it is clear that the training was successful. The attendees retained the material presented, as the survey was conducted several months after the first class was presented. After a review of the questions, it was determined that question #5 was poorly worded and had more than one correct answer.

In conclusion, the Division continues to work with MTSC and other organizations to improve commercial vehicle safety and reduce CMV-related crashes.

### **FUTURE MTSC ACTIVITIES**

As the Commission approaches FY02, several new activities are planned:

- Development of a nutritional brochure for truck drivers.
- Research parking needs for truck drivers.
- Create a model for transportation company safety meetings.
- Produce information for industries using pickup trucks and trailers configured as commercial motor vehicles.
- Create a defensive driving video and/or trip inspection video.
- Increase emphasis on in-house public relations.
- Implement installation of a usable database of the Center's clients.
- Using the new database, begin outreach to carriers most in need of safety training.
- Look into the feasibility and plan for the establishment of a truck safety symposium to be held in 2003.
- Survey other states to see what driver training or other intervention exists for drivers who have received multiple tickets.
- Offer both a basic and advanced Commercial Motor Vehicle Awareness Training course to law enforcement officers.
- Provide a Commercial Motor Vehicle (CMV) program to judges, prosecutors and magistrates who adjudicate CMV enforcement cases.

*Establishment of the Truck Safety Fund  
and Michigan Truck Safety Commission*

Public Act 348 of 1988  
Section 247.675 of the Michigan Compiled Laws

Sec. 25. (1) The truck safety fund is established and shall be maintained in the state treasury. The truck safety fund shall be administered by the office of highway safety planning within the department of state police.

(2) The Michigan truck safety commission is established in the office of highway safety planning within the department of state police. The commission shall control the expenditures of the truck safety fund. The commission shall consist of the following members:

(a) A member of the state transportation commission, or his or her authorized representative who is a member of the state transportation commission.

(b) The director of the office of highway safety planning, within the department of state police.

(c) The secretary of state.

(d) The commanding officer of the motor carrier division within the department of state police.

(e) Seven individuals appointed by the governor with the advice and consent of the senate as follows:

(i) One individual representing Michigan community colleges.

(ii) One individual representing 4-year colleges or universities.

(iii) One individual representing the Michigan trucking association.

(iv) One individual representing private motor carriers.

(v) One individual representing organized labor.

(vi) Two individuals representing the general public.

(3) The appointed members of the Michigan truck safety commission shall be appointed for 2-year terms. The chairperson of the Michigan truck safety commission shall be elected by a majority of the members serving on the Michigan truck safety commission. A vacancy shall be filled for the balance of the unexpired term in the same manner as the original appointment. The business which the Michigan truck safety commission shall perform shall be conducted at a quarterly meeting held in compliance with the open meetings act, Act No. 267 of the Public Acts of 1976, being sections 15.261 to 15.275 of the Michigan Compiled Laws. Public notice of the meeting shall be given in the manner required under Act No. 267 of



the Public Acts of 1976. A majority of the commission members serving shall be required to constitute a quorum.

(4) The truck safety fund shall be expended in the following order of priority and in the following manner:

(a) Not more than 5% but not more than \$100,000.00 of the money deposited in the truck safety fund shall be expended for the fund's administrative expenses. The office of highway safety planning may employ not more than 2 persons to assist in the administration of the fund.

(b) Not less than 30%, but not less than \$1,000,000.00 of the balance of the money deposited in the truck safety fund shall be expended for the following purposes:

(i) Establishing truck driver safety education programs.

(ii) Encouraging, coordinating, and administering grants for research and demonstration projects to develop the application of new ideas and concepts in truck driver safety education as applied to state, as opposed to nationwide, problems.

(iii) Applying for, receiving, and accepting any grant, gift, contribution, loan, or other assistance in the form of money, property, labor, and any other form from a public or private source for the enhancement of truck driver safety education, including matching funds and other assistance from an agency or instrumentality of the United States and doing each thing as is necessary to apply for, receive, and administer that assistance in accordance with the laws of this state.

(c) Not less than \$750,000.00 of the balance of the money deposited in the truck safety fund shall be expended for the establishment of special transportation enforcement team operations within the motor carrier division of the department of state police and any expenses incurred by the special transportation enforcement team including, but not limited to, required equipment. The motor carrier division of the department of state police shall submit an annual report of the activities of the special transportation enforcement team operations and expenditures of the fund for those operations provided by this subdivision.

(d) The balance of the money deposited in the truck safety fund, if any, shall be expended for the following purposes:

(i) Investigating, performing data collection and analysis, and making recommendations on truck accidents within this state.

(ii) Investigating and making recommendations on the truck safety enforcement procedures of local law enforcement agencies.

(iii) Performing other functions considered necessary by the Michigan truck safety commission for the enhancement of truck and truck driver safety within this state.



(5) The commission shall make an annual report to the chairpersons of the house transportation and senate state affairs, tourism, and transportation committees on the status of the fund. The report shall be submitted within 45 days after the end of the fiscal year and shall include the year and balance of the fund and the disbursements made from the fund during the previous fiscal year.

<p style="text-align: center;">TRUCK SAFETY FUND <i>Statement of Changes in Fund Balance</i> For the Period Ended September 30, 2001</p>
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	Year Ended 9/30/00	Year Ended 9/30/01
<b>Revenues</b>		
Truck Registration Fees (see Note B) .....	\$1,683,551	\$1,364,634
Variable Interstate Fees .....	<u>1,040,818</u>	<u>964,158</u>
Total .....	\$2,724,369	\$2,328,792
<b>Expenditures</b>		
Education Programs .....	\$1,625,005	\$1,445,881
Enforcement .....	979,908	858,960
Administration .....	<u>75,775</u>	<u>74,317</u>
Total .....	\$2,680,688	\$2,379,158
<b>Excess of Revenues Over Expenditures</b> .....	\$43,681	(\$50,366)
<b>Beginning Fund Balance</b>		
Reserved (see Note C) .....	\$000	\$000
Unreserved .....	<u>2,863,290</u>	<u>2,906,971</u>
Total .....	\$2,863,290	\$2,906,971
<b>Ending Fund Balance</b>		
Reserved (see Note C) .....	\$000	\$000
Unreserved (see Note B) .....	<u>2,906,971</u>	<u>2,856,605</u>
Total .....	\$2,906,971	\$2,856,605

**NOTE A: Summary of Significant Accounting Policies**

Method of Accounting - The Truck Safety Fund is recorded using the modified accrual basis of accounting. Fund revenues are recorded when they are collected. Fund expenditures are recorded in the year expended.

The State of Michigan year-end close takes place after the report date. This may cause a variance with reported costs.

**NOTE B: Reserve for Encumbrances**

Public Act 348 of 1988, Section 25, mandates that not less than \$1,000,000 of the money deposited in the Truck Safety Fund annually shall be expended for truck driver safety education. These funds are reserved for pending and proposed truck driver safety projects, and will be carried forward to the state fiscal year ending September 30, 2002 (FY02), as follows:

Carry forward balance for Education from FY00 .....	\$000
Mandated FY01 Truck Driver Safety Education money .....	<u>1,000,000</u>
Total Truck Driver Safety funds available .....	\$1,000,000
 Less: Truck Driver Safety Education funds expended in FY01 .....	 \$1,445,881
Carry forward to FY02 for Education .....	\$0

**Funding Sources for the Truck Safety Fund**

- \$15.00 of the registration fee collected by the Michigan Department of State on most large trucks (Public Act 346 of 1988, Section 257.801 of the Michigan Compiled Laws)
- Interstate registration fees collected by the Michigan Department of Commerce (Public Act 347 of 1988, Section 478.7 of the Michigan Compiled Laws)